THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2026-03
(May-June)



Bob Miller's tailboom farm—See article inside.

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Club Website: themmmclub.com
Group Chat: MMMFreeFlight@groups.io

Upcoming Events

Outdoor Scramble (Late Day)	August 23	Chuck Etherington Jeff Pakiz
Rocky Mountain Free Flight Champs	September 5-7	Don DeLoach Chuck Etherington
Outdoor Scramble	September 27	Rick Pangell John McGrath
Outdoor Scramble	October 11	Jeff Pakiz Frank Menanno
Outdoor Scramble (Frito Pie Contest)	November 1	Pete McQuade Chuck Etherington

Upcoming Beth Eden indoor dates are announced via the Group Chat. Directions to Beth Eden may be found on the club website "Club Documents" page.
From John Christensen: "Anyone not receiving announcements about indoor at Beth Eden can be added to the email list by contacting me at: cloverdale1955@gmail.com"

MMM Club Officers and Contact List

President
Chuck Etherington **720-201-6218**

Vice President:
Bernie Olson **682-333-4802**

Sec'y / Treasurer and Flying Site Coordinator:
Chuck Etherington **720-201-6218**

PR:
Don DeLoach **719-964-7117**

Newsletter:
John McGrath **719-963-9227**

Indoor Coordinator:
Sean McEntee **314-910-2097**

Club Records Monitor:
Don DeLoach **719-964-7117**

Safety Officer
Ken Phair **303-771-3263**

Club Points Monitor:
Jace Pivonka **720-202-2936**
Pete McQuade (backup)

The President's Corner

By Chuck Etherington



14 Rounds:
John McGrath and Sean McEntee did a splendid job CDing the FAI 14 Rounder. Up until this year, Pete McQuade had partnered with John, but his illness sidelined him this time. I'm not sure having three Gaelic surnames "Mc…" running the same contest is a good thing, but may be OK. Pete expects to CD the last scramble of the year (Texas Frito Pie).

Mud:
At the recent well-attended scramble at Norris Ranch, mud at the east access road had to be negotiated. Frank Menanno has been wanting to fix the problem for some time and came up with a reasonable solution. He and I will meet a truck there and dump maybe 10 yards of aggregate. To level it, I'll either push it around with my tractor, or watch Frank do it with a shovel.

Auxiliary clubhouse:
Also at Norris, our auxiliary clubhouse will no longer need to be hauled from Lowry to Norris for each event, but has been permanently installed right there on the flight line. I believe Sean has the vinyl graphics for the door. I just need to make sure Bill, the ranch foreman, doesn't see any problems (like bulls messing with it). We could always post a sign, "Warning, bulls stay back 50'. Not responsible for broken horns." Or "Video surveillance cameras in use." They'll get the picture.

Lowry clubhouse:
And speaking of potties, the Lowry clubhouse has been a nightmare to get serviced. After trying many companies, even the biggest national corporation, United Site Services (USS) only did it once and made many further promises, only to never show up. Companies don't like to drive a big truck a long way to service just a single unit. However, USS did provide us with our Norris clubhouse. Some other customer ordered it and it lay on its side abandoned for years at the missile complex. Before commandeering it, several phone calls were made with one "we'll check our records" but nothing further. Actually, our Lowry clubhouse was obtained in a similar way. I think in the absence of a customer waiting for a delivery, picking up an individual unit far away is low priority. Companies evidently accept a certain loss rate. I guess "possession is 9/10 of the law" applies here. Tom Norell kindly donated his motorcycle trailer to make the clubhouse portable. The rail and fenders have been removed and it is ready for clubhouse mounting. Hooking it up to a vehicle and towing it to a service company (like Parker Porta-Potties) will be much easier. Also an opportunity to stop by the car wash to clean the inside (NOT the tank). We haven't held very many meetings in our clubhouses but maybe in the future.

Leaks:
It has been noted that our permanent shelter has some minor leaks. It was assembled correctly and I believe minor leaks are normal. Of course we only think about them when it's raining. Anyone who is out there when it's raining, please circle the leaks with a sharpie (or whatever), and we can make Frank do some caulking.

Rattlers:
We have had an increase in Rattlesnakes in our flying area over the past few years. Frank thinks perhaps the open-ended ground rails of our shelter make for good rattlesnake habitat, and he is planning to seal the ends with foam. Just a reminder, Don or I will move snakes to safer locations using the snake-handling equipment in the clubhouse. If we're not around, just steer clear of the snake. DO NOT kill them. The land is in the State Land Board (SLB) Stewardship Trust Program whose purpose is: "Natural values of beauty, open space, wildlife habitat, rare plants, geologic

features, and/or historic or paleontological resources." They would take a very dim view of a report that we were killing snakes. As an obvious part of the ecosystem, they help control the overpopulation of Prairie Dogs. I've thought about keeping a rattlesnake or two in our storage silo to control mice, but some think that might be extreme.

Silo:
Not only are the mouse droppings in our storage shed a health hazard, but, like many of our garages, it has become a repository for junk. The thinking: "Maybe the club will be able to use this, but at least it's out of my house and someone else's problem" doesn't exactly benefit the club. Along with our shed cleaning, I would like to throw out the not-useful junk and make a dump run. The first phase of the plan is for me to go there with my generator, industrial shop vac, and 20' hose for some alpha testing. If it works OK, the clean-out can be scheduled for later in the year when it's cooler.

May Scramble

By Bernie Olson, CD

The May Scramble is now history. We had six entrants, four of whom put up official flights. The day's forecast called for marginal conditions in the morning turning to yuck in the afternoon and it was pretty accurate! Morning winds were generally around 10 knots out of the northeast with gusts to the mid-teens. The Scramble wrapped up early, around 1:30, due to widespread rain and lightning.



Blustery indeed! Squall coming up from the Southwest.

Thermals were active, and some of them were huge, but they moved through quickly. Frank Mennano and John McGrath were flying E20s that were tossed around wildly in a couple of them. Both Frank and John appeared to have fly-aways but their BMK trackers did their thing and both models were recovered although John's was located after the rain had moved through. *(3+ Km downwind of the flight line—Ed.)*



Three trips, chilly riding—finally victory, thanks to the bearing line feature on the Finder app. Model was soggy but okay. Photo by Frank, who very kindly stuck around for the final (and successful) ride out there—Ed.

Frank won the day with 2.91 maxes with his E20. John had 2.52, also with his E20. Sean McEntee came in third with his tip-launched glider at 1.03 maxes. Winds were a bit too gusty for Karren Groman's cat-launched gliders so she cut it off after a couple of attempts and took fourth.

June Scramble #1

By Sean McEntee, CD

The June Scramble—the first of two for the month—was planned to be held at the Norris Ranch site in Fountain. However, some un-forecasted thunderstorms raised concerns about damaging the field. Unable to reschedule due to conflicts with the Casino Cup, the non-standard decision was madeto relocate the contest to Lowry Range. Thank you to John McGrath, Don Deloach and others for their assistance in communicating the last-minute change of venue, as well as contest participants for their flexibility. We are planning to have the second June Scramble on June 28, at the Norris Ranch site. Stay tuned for more info!



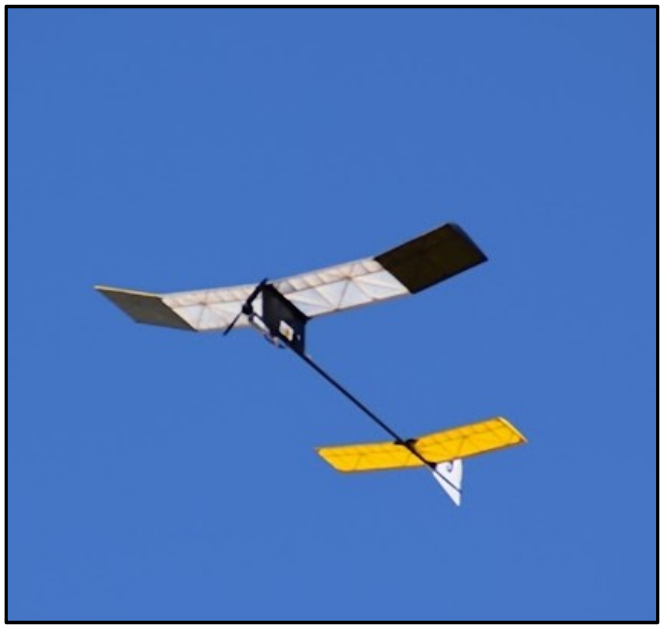
Don in the middle of his record-setting A Electric run with his BE50 airfoil E-36. Great glider!

The silver lining to the change of location was markedly better flying conditions: partly cloudy skies, highs in the low 90s, winds in the morning that tapered off early and big thermals! Seven flyers entered and did a lot of flying! Bill and Karen Groman both put up OTCLG flights with their new Polly Bs. John McGrath conducted preliminary test flights on his new Super Pearl E-36, which looked promising, as well as his first official flights on his OT Rubber Gollywock.



The big news of the day: new national records in A Electric and F1S. Frank Menanno scored nine maxes in F1S for a total of 1727 (adjudicated to a scramble score of 9.797). Don Deloach also logged nine maxes in A Electric, for a total of 1326 and a scramble score of 9.847, and sneaked by Frank to win the contest.

Thanks again to everyone who attended and assisted. Onward to the Casino Cup!



Frank's Super Pearl 222 with a dihedral stab. Two DeLoach designs—two records!

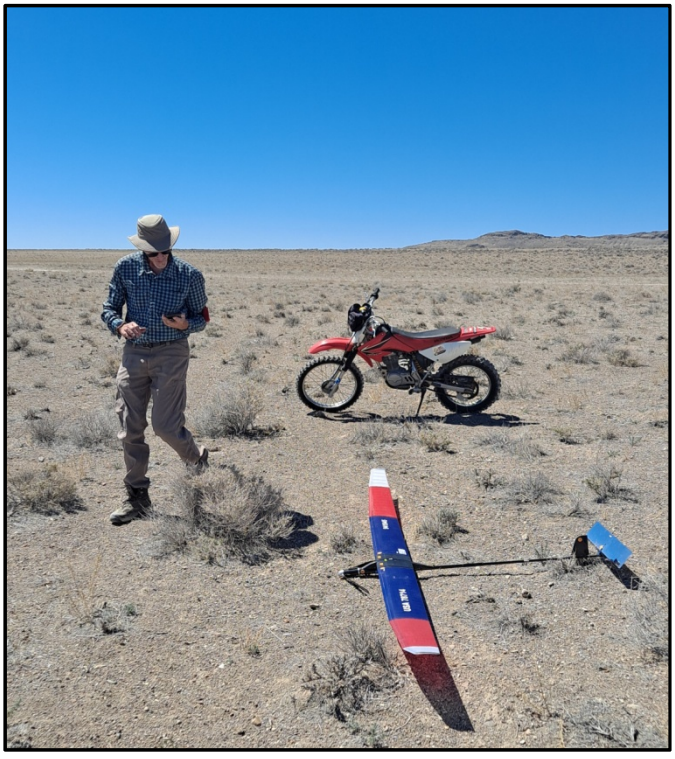
2026 Casino Cup

By Jack Murphy, CD



Frank and Sean—Look at all that acreage!

The 2026 Casino Cup Contest was flown the weekend of June 13-14. Good weather was predominant, though the first couple of hours each day were breezy, but flyable. The contest site is 9 miles south of West Wendover NV, and is probably the most vast free flight venue on the planet. Bordered by Highway 93A to the east, approximately a mile from the flight line, there is otherwise no other obstruction for several miles in every other direction. No trees, no water, no fences. Some areas are quite sandy, even beach-like. It is not completely flat, but the draws and arroyos are mostly gradual and "one-handable" on a chase bike.



Jack the CD finds his F1Q right where it's supposed to be.



The VanNests—Brian and Janna

The Electric Classes of F1Q, F1S, A Electric and E-36 were the most contested. Brian VanNest won F1Q with a max-out, helping his efforts to qualify for the Team Selection finals coming in October, and of course, his pursuit of the Americas Cup with a bonus point. Frank Menanno was his usual voraciously competitive self with nine maxes in A Electric, nearly approaching a record and securing his second entry on the plaque of winners of the coveted Casino Cup! Ed Skorepa flew his elegant world class all-carbon models to great success, winning the F1S competition. Frank beat Jack Murphy in E-36. Thermals were awesome, but still needed to be picked.



Ed Skorepa with his all-carbon E-36/F1S



Would that be a little Sapphire that Jack and Mike Richardson are cuddling?

New to the field was Derek McGuckin of Moscow, Id. He slaughtered all comers in F1B. Frank was as dominant in F1J. Mike Richardson edged Mike Pykelny in F1G by 11 seconds. Brad Anderson from Salt Lake City had a good time flying Classic Towline and P-30. Janna VanNest had a fly-away in F1S. Hopefully she and Brian were able to find it on their way home. Sean McEntee had a good outing in HLG and won the event.



And the Casino Cup winner is…
Frank Menanno!

June Scramble #2

By Frank Menanno, CD



The Flight line at Norris—turnout not bad!

For the June 28th MMM Scramble contest at Norris Ranch, everybody had been watching the weather reports and was extremely worried that the contest would be called off or be curtailed. I arrived on the field around 8:00 am. It had rained a little bit the night before, the east gate had a little bit of water at the crossing, but the west gate was okay. All of us were fine crossing the gates and we used both entrances. The field grass was nice and green from the recent rains, but not so long that you couldn't see where you're driving on the bike. The breeze was not ideal, so as the contest & flying started, it made chasing a little challenging. As the thermals started to form, the wind speed would drop temporarily, but the wind continued to blow.



Bill and Sean—the glider boys!

John, Bill and Karren, Chuck, Bernie and Sean all showed up bright and early to get in flying, because of the forecasted high winds. Flying wasn't perfectly ideal, yet by waiting for a lull you could find the thermals. There was good lift out on the field that day!

Todd Reynolds rode out on his Harley-Davidson and visited for a couple hours. Because of

the wind, we finished flying at 3:30 pm and called the contest. Not so later in the afternoon after that, it literally dropped to no wind at all, making us wish we hadn't finished flying quite so soon.



My trunk looks like a bomb went off in it. The Gromans' looks like a library ☺ (Ed.)

Bernie flew his E-20 Pearl and on the first flight after the landing the wind had beat it up bad, it was in three pieces! Later on Bernie strapped together his two-piece wing E-36 Super Pearl and proceeded to put up a beautiful Max in a big thermal and was out chasing for quite a while looking for it. Fortunately it was recovered and brought back. Sean was out early also and discus-ing up official flights with his tip launch glider. (*Frank, I hereby give you credit for a new verb ☺--Ed.*) Bill and Karen entered Catapult glider and Old Time glider, flying all their flights and ended up coming in 3rd (Bill) and 4th (Karen) for the scramble.



McGrath on Frank's bike: "How do I stop this thing?"

I was able to squeak out a second place with my E-20 and John McGrath won the contest with four Maxes and a drop, with his new Super Pearl 202, debuting his all new E-36 BMK-based timer + DT frame. Thanks to Sean for being my backup CD and scoring the Contest!!

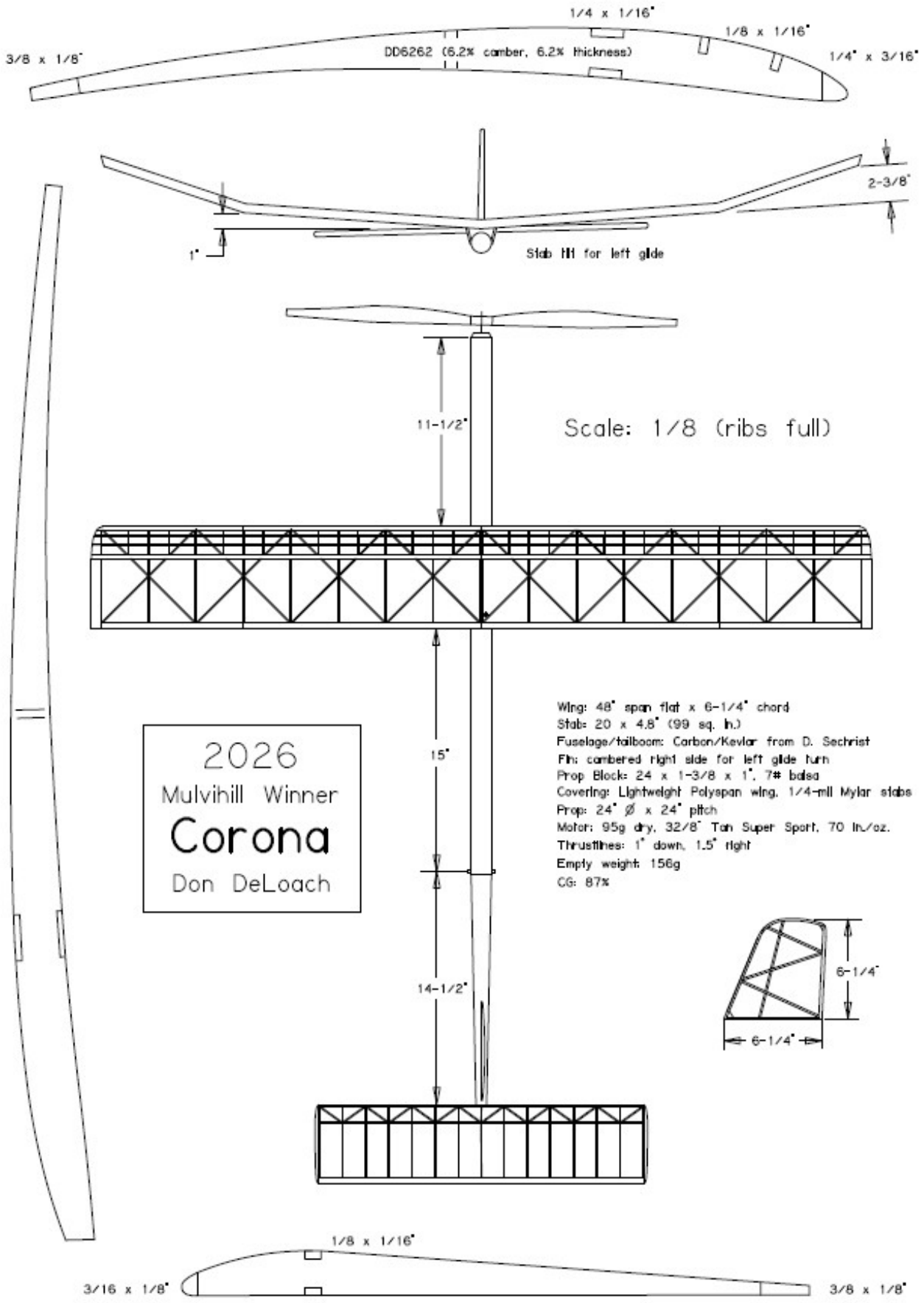


**Behind Sean to the north—
Norris Ranch's best chase direction?**

The Norris Ranch site may be the best flying sight in North America. Flying from SAM Hill II the views are beautiful. Lowry has taken the lead in road infrastructure and will make large contest a breeze for accessing the launch area, yet having Norris Ranch down in the Springs make it very handy for test day get-togethers.

Congratulations to Don DeLoach on his historic win in the Mulvihill event at this year's AMA Nationals.

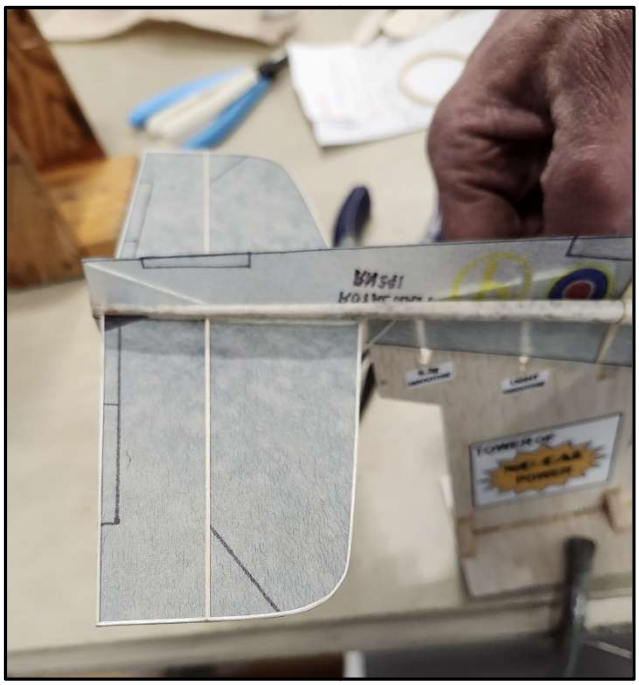


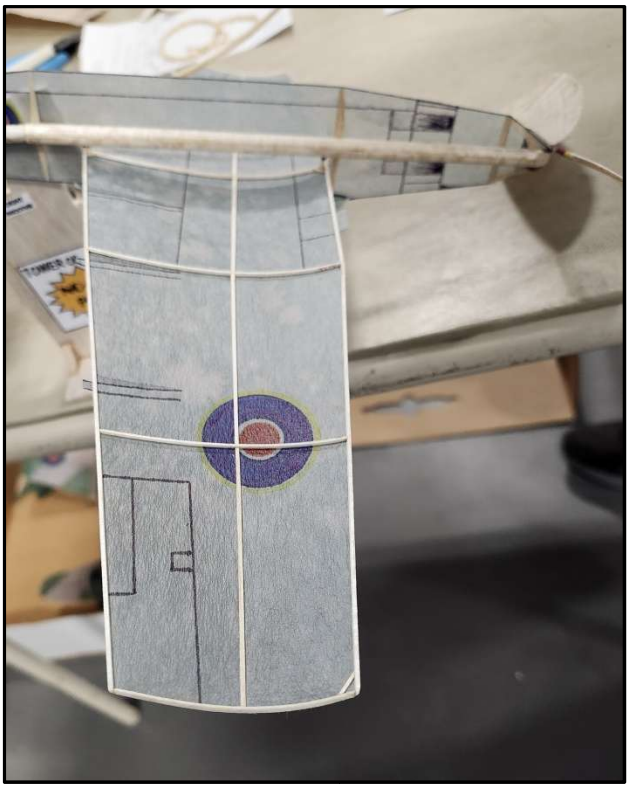

1/4 x 1/16"
1/8 x 1/16"
3/8 x 1/8"
DD6262 (6.2% camber, 6.2% thickness)
1/4" x 3/16"
2-3/8"
1"
Stab tilt for left glide
11-1/2"
Scale: 1/8 (ribs full)
15"
14-1/2"
2026
Mulvihill Winner
Corona
Don DeLoach
Wing: 48" span flat x 6-1/4" chord
Stab: 20 x 4.8" (99 sq. in.)
Fuselage/tailboom: Carbon/Kevlar from D. Sechrist
Fin: cambered right side for left glide turn
Prop Block: 24 x 1-3/8 x 1", 7# balsa
Covering: Lightweight Polyspan wing, 1/4-mil Mylar stabs
Prop: 24" Ø x 24" pitch
Motor: 95g dry, 32/8" Tan Super Sport, 70 in./oz.
Thrustlines: 1" down, 1.5" right
Empty weight: 156g
CG: 87%
6-1/4"
6-1/4"
1/8 x 1/16"
3/16 x 1/8"
3/8 x 1/8"

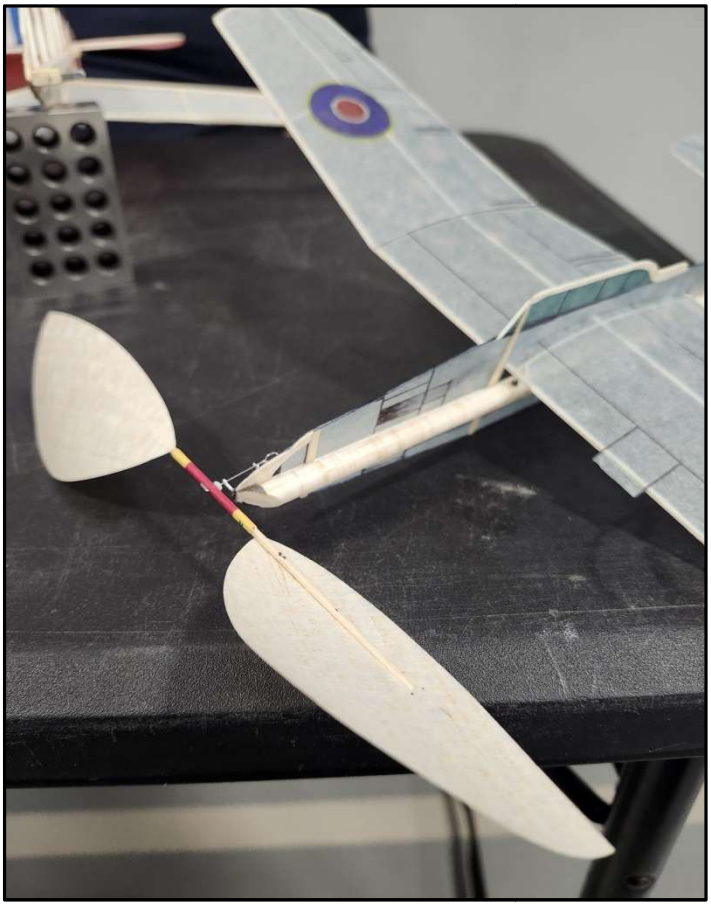
More Spearfish! Chris Adams' photo study of David Aronstein's Amazing No-Cal model.

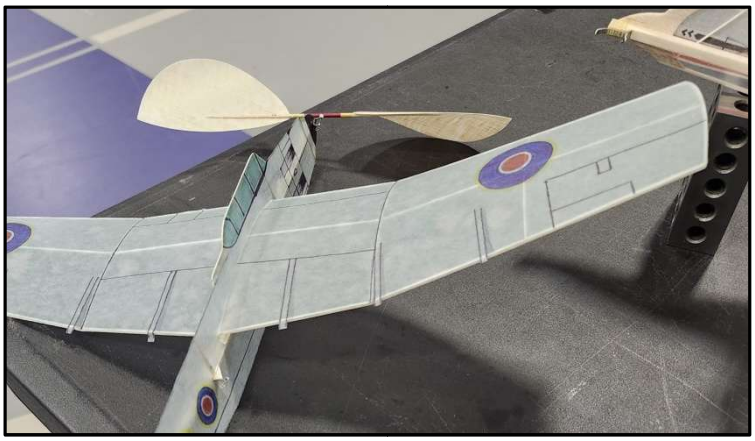
From Chris: "In the last MaxOut you put together you had a article about David Aronstein's ultra light No-Cal. At the last Beth Eden meeting that I attended, David was trimming out the plane extensively. I took a lot of pictures of the parts, as I was interested in his building techniques and how he approached the build."









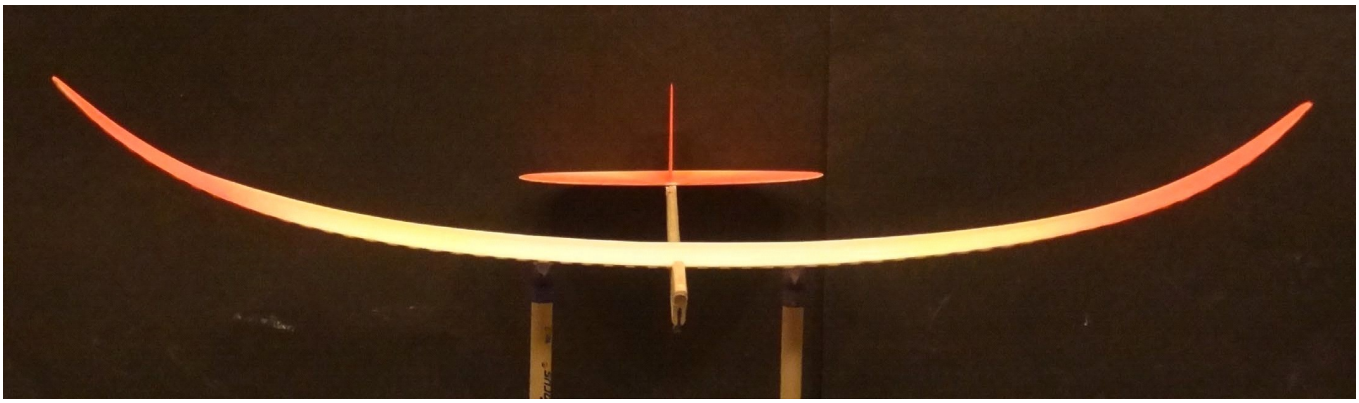


Projects and New Builds

From the Editor: I received this submission from Rick Pangell, who'd received it—and in fact collaborated with Bob Miller on it—a few years back. Though I think I recall seeing this model on the field, Rick believes the article was never published. It looked very nice as submitted in its single-column format, so I didn't try to retool it. Enjoy this extra big "Project and New Build."

Go*Jo Catapult Glider

By Bob Miller



What motivated the project?

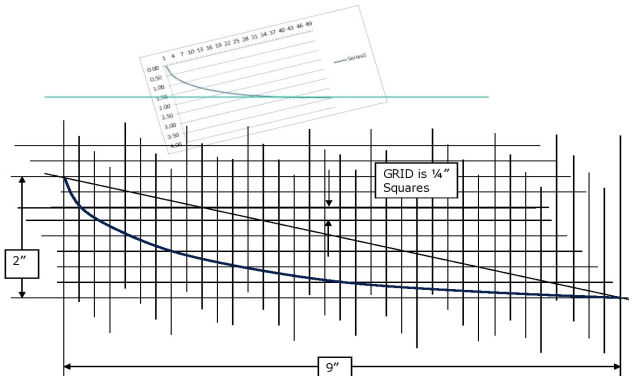
Building a lot of catapult launched gliders, I was consistently building other people's glider designs, modifying them to suit my own likes, but never changing anything so substantially that I would feel justified in giving it a new name. Is there anything new in catapult-launched gliders?

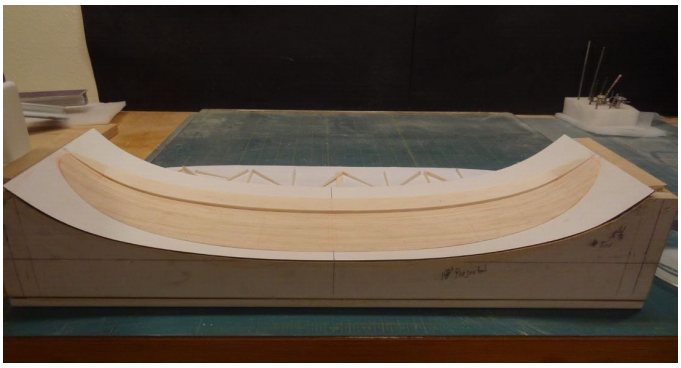
I'm thinking of a glider design that would be different enough that I could name it. I was getting in a building rut and needed something to motivate me. While thumbing through a Model Aeronautic Yearbook by Frank Zaic 1959-61, I ran across a glider designed by John F. McNall. He called it the Mad-Mac. (Plan at the end of the article.) It was a hand-launched glider with an elliptical dihedral wing, where the bottom of the wing and the airfoil high point to the trailing edge was built with 2 layers of 1/32 inch balsa, hollow on the inside. On the next couple of pages was an article on Parabolic Planforms. The bottom half of the sketch was a similar shape of conventional dihedral used on catapult launched gliders without the sharp angles.

Now here's an idea for a glider that I've never seen anybody attempt to do. A parabolic dihedral wing on a catapult launched glider. I had my inspiration, and I could do it with some materials that I recently scrounged out of the alley. The neighbors were remodeling their home and when they were through remodeling, they tossed out three 8 foot pieces of 1/2 by 6 inch MDF (medium density fiberboard). Free materials to build a jig for the parabolic dihedral wing!

The Game Is Afoot!

I contacted Rick Pangell asking him how to design a parabolic dihedral that I could cut the jig to. What I'm trying to simulate is a poly dihedral wing half. That would be 6° out to 5 inches and then 24° in the last 4 1/4 inches to the tip. To give me a projected wingspan of about 18 inches with approximately 2 inches under each wing tip. There might be a slight advantage to a parabolic dihedral wing in that you don't have turbulence around the poly dihedral joints. Rick's reply to my email was, "*If you are hell bent on building a parabolic curved dihedral I can work something up for a form shape."*There's something about free flight modelers--they're always more than willing to help. Rick's input was greatly appreciated. He is a math wizard.





The Build

There's a raging snowstorm outside, a blizzard, 9°. It's too cold in my garage and it keeps me from starting the jig.

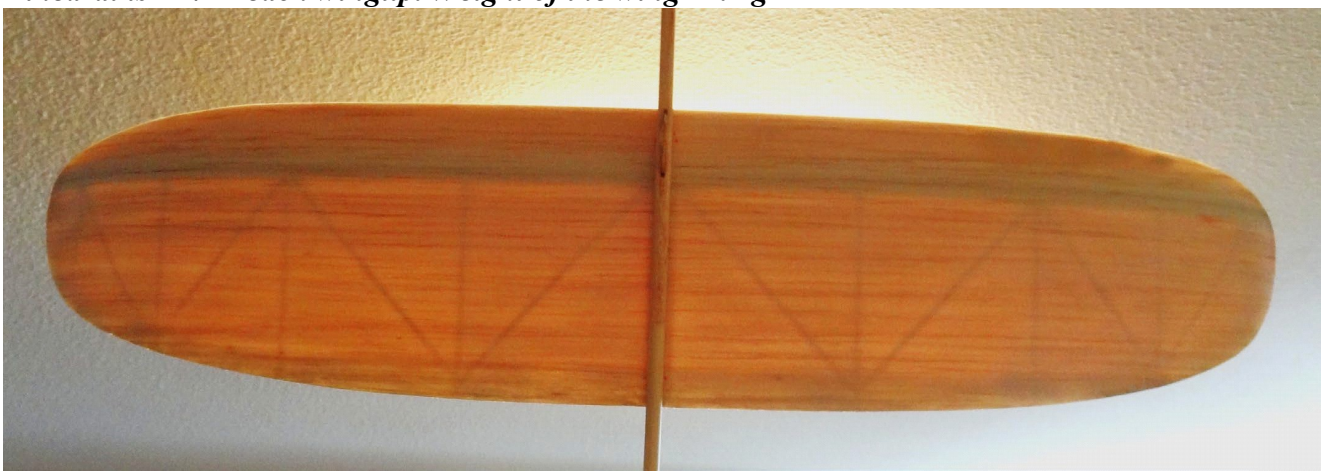
Studying John F McNall's Mad-Mac drawing, I'm planning out the procedure to take in laying up all the parts for the wing in a form. The wing planform was going to be from a template that was used for a modified U.S. Kid glider, where the planform was reduced in height to a 3 1/2 inch cord. Having the templates already made of polycarbonate plastic was going to make this build much easier.

After the storm and after the garage warmed up, the jig was built. Still needing to cover the building platform, I tried using 1/16th inch thick balsa wood, which didn't work out. Rick suggested changing to Formica. Using standard gluing techniques, I used contact cement, but it didn't stay glued to the form when I tried drying the wing in the oven. I reglued the Formica with thick cyanoacrylate. The Formica turned out to be a better choice when I thought of using Krylon's Easy-Tack spray glue to keep the bottom of the wing in place on the form while gluing in the rest of the components. I'll remove the wing when it's finished with dental floss.

All the balsa wood in the wing was 5.3 (lb/ft³). The trailing edge of the two 1/32 inch sections of the wing were tapered on the inside to achieve a .040 trailing edge thickness. The two 1/16 inch thick and 1-inch wide leading edge balsa was pre-tapered from the center to the tips before installing in the jig with strips of 1/8 wide and .005 thick carbon fiber, glued with 560 canopy adhesive. I soaked the sheet balsa for 10 minutes and dried with paper towel to remove all surface moisture. Both surfaces were coated with a thin layer of SIG BOND thinned 20% with water, being careful not to have any excess glue before bonding. (Keeping the glue weight to a minimum, there wasn't any glue squeeze out.) The geodesic rib pattern was double glued. Ribs upper surface was shaped with the curved top of an Easy-Touch sanding bar, using 0.003" plastic to protect the top of the leading edge balsa. Finally I glued in the top thin 1/32" sheet and used plastic sandwich bags filled with sand to hold the wing down in the form. I preheated the oven to 200°, turned the oven off and set everything in the oven to dry overnight. It was a long building session and now it's early in the AM. I'm a little anxious about the outcome of my efforts. Although I'm tired it takes a while to get to sleep. Would the wing keep its shape and not spring back when removed from the form?

In the morning the wing is dry. I shaped the top of the leading edge airfoil while the wing was still in the form. I removed most of the material with a small spokeshave, then used a small airfoil sanding block for final airfoil shaping. I released the wing from the form with dental floss and I'm all grins when the wing kept its parabolic dihedral curve. I proceeded to do the final fine sanding, trying not to sand too much because of the thin 1/32" skin covering the geodesic ribs. I kept admiring my new wing, looking at it from every angle and holding it up to the light. It is very stiff, yet I could see all the structure through the wing. The leading edge was hardened with thin cyanoacrylate. Spray lacquer sanding sealer was used for the finish, one coat lightly spritzed and brushed out with a damp with lacquer thinner brush. After sanding, the weight gain was only .4 g.

Specs: ***Wing, 18" by 3 1/2", High Point at the center rib: .207" at 28% of chord. At 4" from center, thickness is .20". At 7", thickness is .160", Wing tip thickness: .064", trailing edge thickness: .040", Dihedral is 2 1/2" each wingtip. Weight of the wing 11.4 g.***



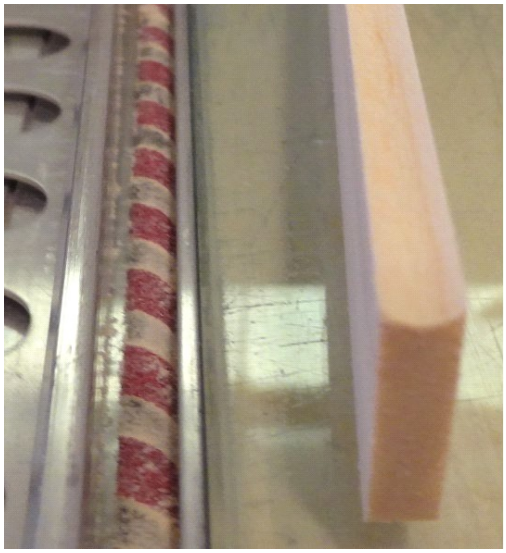
The Fuselage

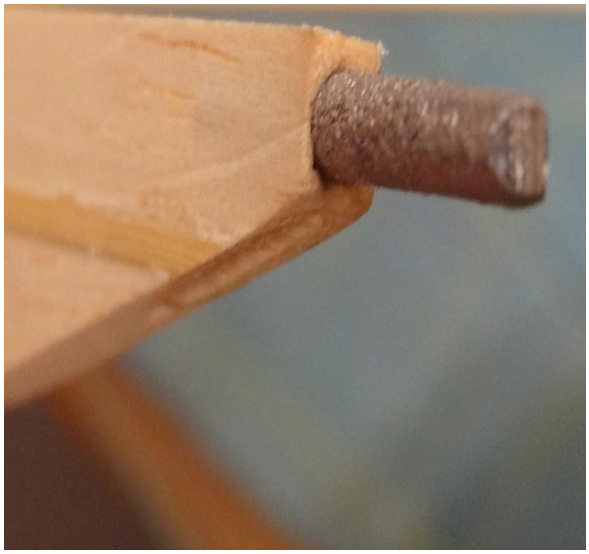


This is my go-to fuselage after discovering Pampas Grass stems for the tail booms. Pampas grass is used for landscaping decoration, and it's best to harvest around the New Year. The straightest stems are selected that are approximately 3/16 inch diameter for this size of glider. Let them dry for at least three months.

Shape the concave slot for the stem in the fuselage by spiral wrapping sandpaper around a wire rod in a jig & sand away. The front 3 inches of the fuselage is wooden dowel so that the .047" wire launching hook will not pull out. To shift the center of gravity for balance, a 5/32 hole is center drilled on top of the wood dowel 5/8 of an inch deep into the end of the nose for the 5/32 diameter lead weight. The Pampas Grass has a slick coating and needs to be ruffed up with sandpaper before gluing to the balsa wood with PLIOBOND adhesive.





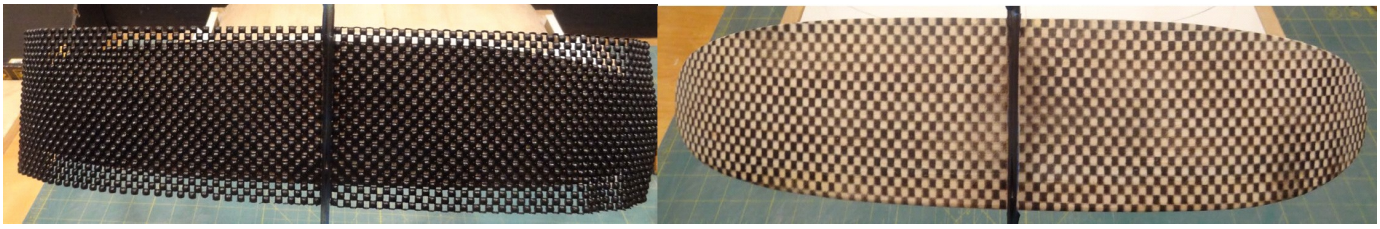


Fuselage: ***Nose 4", wing 3 1/2", tail boom 10 3/8", stabilizer 2 1/8".Total length 20". Wood: 5/8" by 3/16", 7 (lb/ft³) Weight: 3.6 g***
Stabilizers: ***Horizontal-- 5 1/8" x 2 1/8", 9.32 in.² Fin--1 ½" high, Wood: 5.2 (lb/ft³) C-grain. Weight: .8 g***
Grip & Hook, .5 g
Balance at 50% of chord (1.9 g lead), Design Master Color .2 g. Total weight 18.4 g

The Go*Jo glider is finished by 3 PM. I'm waiting out a second snowstorm for good weather and impatient to do the test flying. The weather forecast says in two days, Sunday, the weather would be calm and warming up. Could the weatherman be right this time?

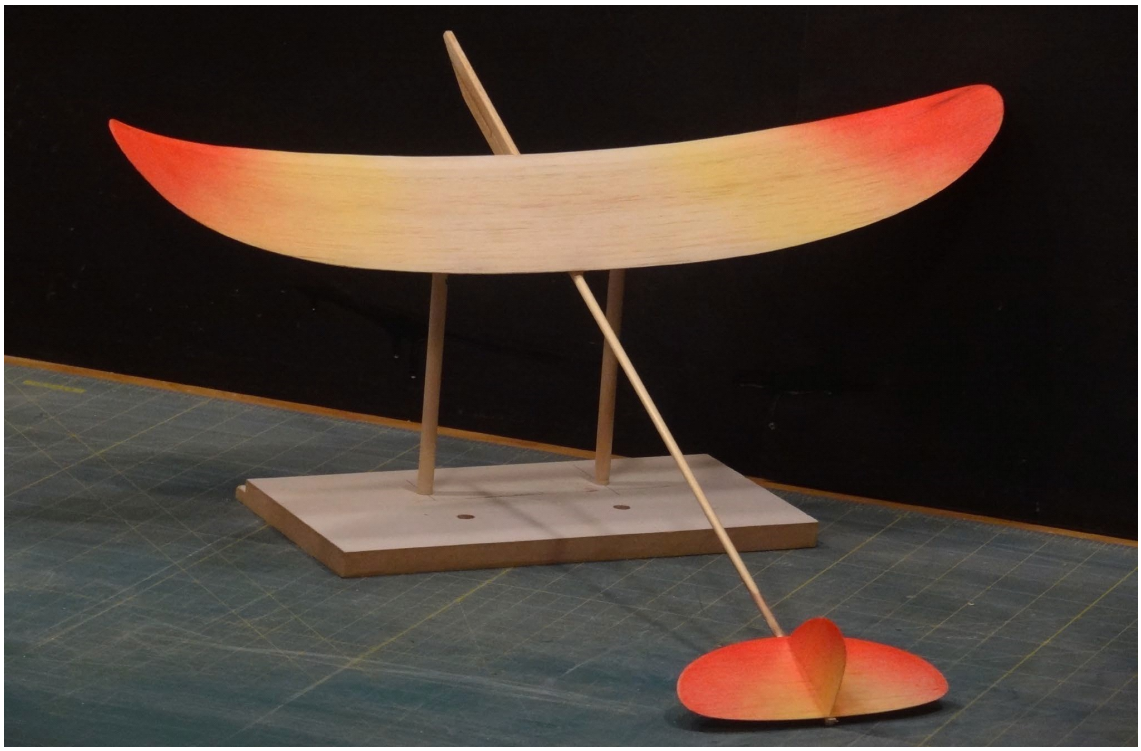
Flying

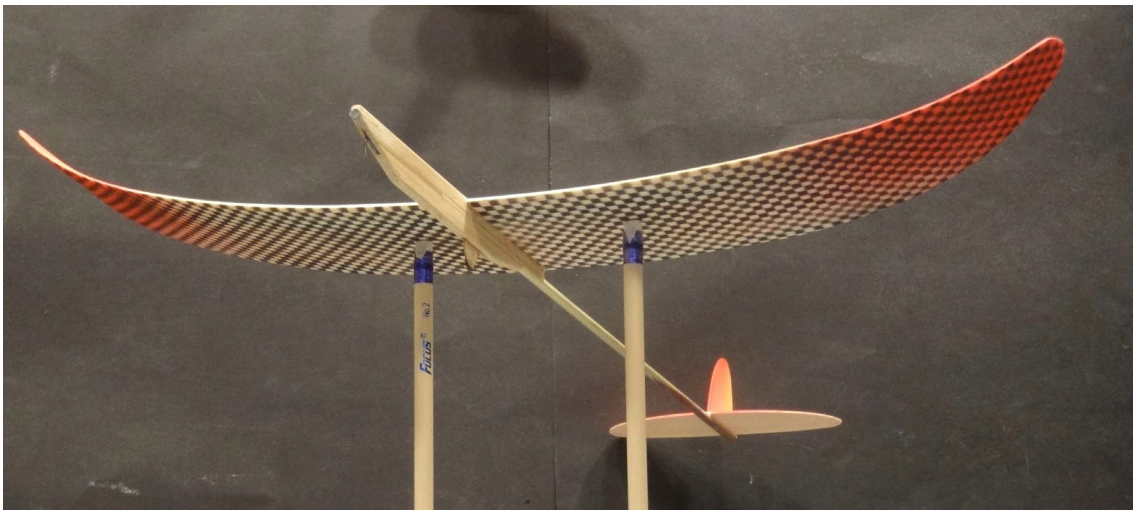
The weather Sunday morning was absolutely terrific. I'm in the model work shop first thing, rattling the spray paint cans, stepping outside to spray the color on Go*Jo. Using rubber shelf or drawer liner as a stencil, I put a black checker pattern on the bottom of the wing. I put yellow and red wingtips with hot florescent Red. I rub the roughness of the spray paint out with wax paper and stage a few photos of Go*Jo's subtle but flashy new look. I really like the checkerboard pattern on the bottom of the wing. The extra black of the pattern helps to see it when it's high in the sky and enables some color on the bottom of the wing tips.



It's 3 miles & five minutes away to the local park and I'm hoping that the weather's going to stay calm enough to get in a good test flying session.

On the way to the park, driving past the post office, I smile. The flags on the poles are hanging straight down. Test glides showed that I needed extra nose weight and a little less decalage. 80% power launch, 43 seconds. Second launch to confirm… 45 seconds. The launch & flight pattern look good to me.



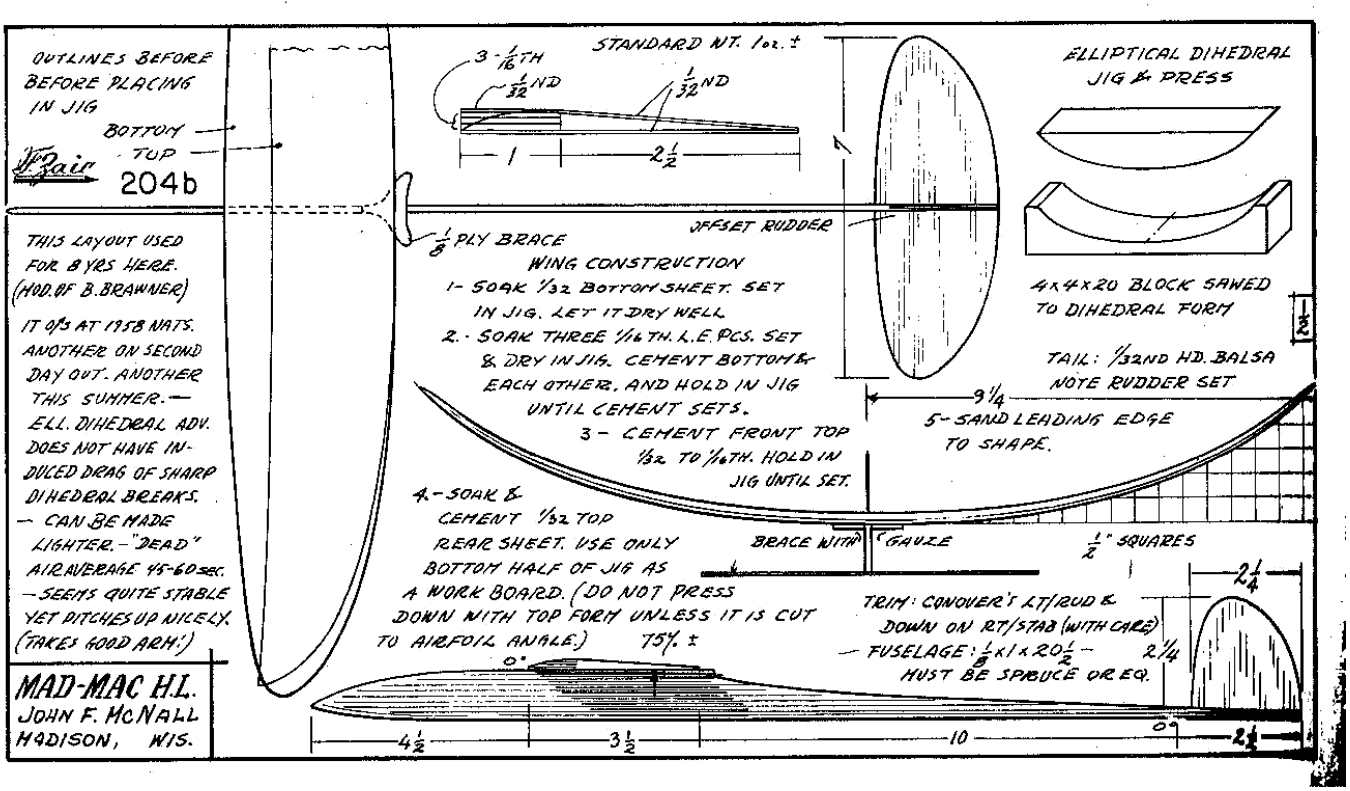


I used a 0.050” thick paper punch out lead weight on the left wing tip to tighten the glide circle. A wash in wedge, 1/2 inch wide tapered to .055” thick, 7/8 inch long, for this size of glider should be right.

The high aspect ratio wing without poly dihedral breaks does seem to have less drag and I'm getting really good launch height compared to a Stray Cat X glider that I like. I'm determined to find out the full potential of this new glider, shortening the launch rubber by wrapping the rubber one turn around the tip of the launch stick and stretching out my arms as far as I possibly can until my shoulders twitch with a twinge, I let the launch grip slip from my fingers, for a full power launch straight up, Wow, and I'm into some lift flying 2 minutes 1 second !! I'm ecstatic. Couldn't be happier. It never fails to be exciting, having my glider in a thermal. It brings back memories of my first glider thermalling 00S. Walking back to the Yukon, I'm still admiring the new Go*Jo glider. I set it on the passenger seat (it's too big for my catapult glider box) and go measure the center of gravity back in the workshop.

Final Flying weight: 19.5 g. Wing area 62 1/2 in.², for a wing loading of .312 g/in.² CG 46%

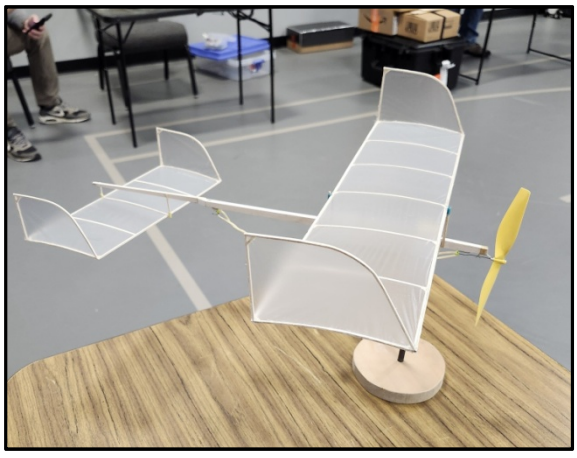
Mad-Mac. by John F McNall Model Aeronautic Yearbook by Frank Zaic 1959-61



Further commentary by Rick: "The Go-Jo was a collaborative design effort but Bob did all of the fine work on the tooling and construction. Noteworthy is his introduction of Pampas Grass for the tail boom. It can get 6-7 feet tall. Note it in the article photos. I use it now a lot on my builds. Easier, cheaper, and lighter than carbon... but not as "durable"(?) Free is the operative word. For those of similar concept, they make great indoor Pennyplane rubber booms too or rubber stick booms for No-Cals and wherever they suffice. Keels for JetCat with thin fuselage profiles, indoor CAT, etc. I've placed at the Dome with them.

My rules change proposal a couple years ago was to delete the "3 models max" from the rules to allow the build of cheap and light models for sacrifice. Now you need about $50 including timer and carbon boom, all the other parts the same. The anti rules change folks were afraid of competing with the indoor style models they lose at each flight. The impetus for the rules change didn't have that in mind. It was an unintended consequence and it was defeated. I can see the fear though. You just need DT to compete now no matter how light. Losing a model in any case isn't considered. At a NATs a few years back I brought 3 CATs, One lost in the corn, one destroyed hitting a pole and the other wasn't quite good enough (or maybe I wasn't?)."

Chris Adams' Ro-Masher



After taking photos of David's Spearfish, Chris got around to taking some shots of his own model:

"I also finished a P-18 RO-Masher designed by Tom Norell, who helped me to sort out trimming it."

Chris—that's gorgeous! How about some in-flight shots!

Scramble Results through our "July" scramble. In fact, we flew the July scramble in June at Norris Ranch. Thanks to Jace Pivonka for being our scorekeeper from afar!

Entrant	Total Points	Overall Place	April	May	June	July	August	September	October	November
Frank Menanno	363	1	100	100	100	63				
John McGrath	253	2	63	87	60	43				
Bill Groman	130	3	61		26	43				
Sean McEntee	113	4	41	35	14	23				
Don DeLoach	100	5			100					
Bernie Olson	93	6	44		28	21				
Karen Groman	92	7	34	2	22	34				

IF YOU WANT TO BECOME A MEMBER, OR IF YOUR PERSONAL INFORMATION CHANGES, PLEASE USE THIS FORM

Use this form and send it in regardless of how you pay

NAME_____

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CITY/STATE _____ZIP_____

PREFERRED PHONE _____EMAIL:_____

AMA NO._____

DESIRED STATUS(CHECK ONE):

MEMBER____2025 DUES: Adult - **$45.00**
16-20 years - $10
(Under 16 yrs. old – FREE!)

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SEND CHECK PAYABLE TO: MMM CLUB, C/O CHUCK ETHERINGTON
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ELIZABETH, CO 80107

Note: ***MMM also accepts PAYPAL for Dues, Contest Entry Fees, Etc ()***

Paypal does charge a fee, so maybe add an extra buck to help us out.

61st Rocky Mountain Free Flight *Championships*

Sept. 4 - Sept. 7, 2026



Category III, Class AAA, National Cup *Exempt*

AMA • SAM • NFFS • FAI America's Cup • FAC *Mountain States Scramble*

Located about 20 miles ESE of downtown Denver. Drive six miles east of E-470 on Quincy Ave. Continue one mile east of "T" intersection at Watkins Road, look for MMM entry gate on right (south) side. Call or e-mail for gate combo.

Friday, 9/4 3-5 p.m.
Late registration and FAC Scale judging at the Lowry flying site. Informal dinner at local restaurant afterwards.



Saturday, 9/5 8 a.m. - 6 p.m.
Dynasty Cup: F1A, B, C | P, Q
AMA Mulvihill | Moffett combo
AMA A | B Electric combo
AMA A | B Gas combo
NFFS Classic Towline
Nos. 1/2A | Early 1/2A | 1/4A Gas
FAC WWI Combat (10 a.m.)
FAC Greve | Thomp. | NAR M.L. (noon)
5x5 HLG (2 p.m.)
FAC *No-Blue-Max* Horde (4 p.m.)
FAC Golden Age | Modern Civil combo
FAC Dime Scale
FAC Embryo Endurance
FAC Old Time Stick | Fuselage combo

Sunday, 9/6 8 a.m. - 6 p.m.
Dawn Unlimited: 7:30 a.m. launch
Dynasty Cup: F1G, H, J, S
AMA C | D Gas combo
AMA CD Classic Gas
AMA HLG
NFFS E-20
SAM OT HLG | CLG combo
Sm. Nos. | Andrade | SAM Sm. OT comb.
FAC L.W. Trainer M.L. (10 a.m.)
FAC WWII M.L. (noon)
FAC Modern Military M.L. (2 p.m.)
FAC 2-Bit + 1 | Jimmie Allen combo
FAC Jet Catapult Scale
HLG Mass Launch (5:30 p.m.)

Monday 9/7 8 a.m. - 3 p.m.
Dawn Power: 7:30 a.m. launch
AMA AB Classic Gas
AMA 1/2A | 1/2A Classic combo
ABC Nost. Gas | E-Nos combo
AMA E-36
AMA P-30
AMA Catapult Glider
SAM Large O.T. | Large Nos. Rubber combo

May be flown any/all of the three days (need not finish on day started): FAC Peanut Scale, FAC Rubber Scale, Jr./Sr. P-30, Jr./Sr. E-36, Junior 1/2A Classic Gas, Jr./Sr. HLG, Jr./Sr. CLG, Jr./Sr. Classic Towline.

Contest Directors: Don DeLoach, 719-964-7117, <ddeloach@comcast.net>; Chuck Etherington, 720-201-6218, <etherington.freeflight@outlook.com>. Visit <www.themmmclub.com>.



The Fine Print:

- FREE on-site tent/RV camping allowed, no water or hookups,
- **One-site lunch Saturday and Sunday.** Cash donations accepted. Bring your own lunch Monday.
- All events J-S-A combined unless noted.
- All events to current AMA, NFFS, FAC, FAI, and SAM rules unless otherwise noted.
- In combined events contestants may fly any/all events within the groupings for National Cup points and/or to better an existing score for RMFFC award purposes. For example, in C/D Gas Combo, you may fly separate flight strings with both C and D models. Only your best score of the two will count for RMFFC awards purposes; both scores count for NFFS National Cup points.
- HLG and CLG (AMA and OT) will be flown from a launch pen.
- Old Timer HLG/CLG: Best 3 flights of 9. Same flyoff rules as AMA CLG/HLG (90s max, one chance to max, keep flying until you drop a max).
- FAI events: 90-minute overlapping rounds starting at the top of each hour beginning at 8:00 a.m., weather permitting.

MAGNIFICENT MOUNTAIN MEN
COLORADO
FREE FLIGHT



Seven rounds of F1A-B-C/P-Q Saturday; five rounds of F1G-H-J-S Sunday. Flyoffs (if required): after 6 p.m. each evening or on the following morning.

- FAC *No-Blue-Max* Flying Horde open to any FAC model, scale or duration, non Blue Max holders only. Single round, winner gets a Kanone.
- Dawn Unlimited Rubber: Meet at 7:15 Sunday. Launch window: 7:30-7:40 a.m. Must wind and launch inside the 10-minute window, no max, timed to the ground. All AMA rules apply.
- Dawn Power: Meet at 7:15 a.m. Monday. 7:30-7:40 a.m. launch window. All power models fly together including FAI, Nos, AMA, SLOP, Electric. One attempt allowed for one flight with no max. Motor run will be 15 seconds unless weather dictates shortening.
- **Dave Wineland's Gas Attack!** $100 cash to the longest string of maxes in any regular RMFFC gas event including AMA, Nostalgia, SAM, FAI. Must follow rulebook engine runs/maxes including flyoffs. Automatic, free entry for all Gas event flyers. Thanks Dave!
- "5x5 HLG" special event flown on Saturday 9/5. AMA HLGs flown in five 5-minute rounds with 90-second maxes and 10-minute chase period between rounds. Part of the "Ruckus in the Rockies" $100 Challenge.
- Framed awards through third place in all events.
- The following RMFFC perpetual trophies will be awarded: F1A, F1B, Gollywock, Mulvihill, Rubber Scale, Collins Glider Hi-Point, Gibbons Rubber Hi-Point, McGhee Power Hi-Point (includes electric events), and the 1961 RMFFC Grand Champion Trophy.
- Grand Champion scoring: Choose up to 5 events: 1 Rubber, 1 Power, 1 Glider, 2 of any. 5, 4, 3, 2, 1 points for 1st, 2nd, 3rd, 4th, 5th place. If only 4 flyers 4 points for 1st, etc. If 3 or fewer flyers, 3 points for 1st, 2 for 2nd, 1 for 3rd.Tiebreaker: Total points accrued in flyers' other events apart from the five chosen events. **$50 cash to Grand Champ!**
- CDs reserve the right to reduce maxes/engine runs to suit weather/retrieval conditions.
- Raffle during awards on Monday, approximately 4 p.m. **PLEASE DONATE ITEMS.** 100% of ticket sales benefit MMM and our great flying site.
- Glider Champion, Rubber Champion, Power Champion scoring: 5, 4, 3, 2, 1 points for 1st, 2nd, 3rd, 4th, 5th per Grand Champ scoring above. All glider/rubber/power events count including scale. No maximum number of events to be counted. Tiebreaker: Total number of maxes achieved. "Power" includes electric events.
- Junior/Senior Championship award: for highest scoring Junior/Senior per the Grand Champion scoring, $50 cash.
- **RMFFC Sweepstakes award - $50 cash to the flyer with the most championship points in all events—no maximum number of events and all events count. Fly all you can for the big pot!**
- Accomodations: 1. Super 8, Parker, Colo., 720-851-2644, ~$90, 20 min. from field. 2. Hampton Inn, Parker, Colo., E-470 at U.S. 83/ Parker Rd., 303-841-2977, appx $110. 20 min. from field. 3. Motel 6, 9201 E. Arapahoe Rd. 303-790-8220. Appx $70, 30 min. from field. 4. Country Manor Motel, 32681 E. Colfax Ave. Watkins, CO 80137, (303) 261-9650, appx. $75, 15 min. from field.

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Ruckus in the Rockies



HLG throwdown at the RMFFC

3-part composite event for $100 in cash! Winner takes all.

I. "5x5 HLG" **Saturday, 9/5/26. Five rounds, 5 minutes each, from the pen. All flights count, 5-flight total, 90-second maxes. Fifteen-minute chase period between rounds. Round 1: 2-2:05 p.m.; Round 2: 2:20-2:25; Round 3: 2:40-2:45; Round 4: 3-3:05; Round 5: 3:20-3:25. II. AMA HLG (from launch pen, AMA rules, National Cup points); Sunday, 9/6/26. III. HLG Mass Launch (5:30 p.m., 3 elimination rounds); Sunday, 9/6/26.**

Scoring: 5 pts for 1st, 4 for 2nd, 3 for 3rd, 2 for 4th, 1 for 5th places in I, II, III above. Highest total of (I+II+III) is Ruckus Champ! (Tiebreaker: most maxes in I+II).

CD: Don DeLoach <ddeloach@comcast.net>, 719-964-7117